

BEREA PUBLISHING CO.
(INCORPORATED)

J. P. FAULKNER, Manager

Entered at the Post-office at Berea, Ky., as second class mail-matter.

THE CITIZEN

Devoted to the Interests of the Mountain People

Vol. XII.

Five cents a copy.

BEREA, MADISON COUNTY, KENTUCKY, NOVEMBER 3, 1910

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No. 19

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LET US "BEAT THE DUTCH."

There are three things which make a nation great and prosperous. A fertile soil, busy workshops, and easy conveyances for men and goods from place to place.—Bacon.

Three things that make for greatness. We of the mountains cannot claim to have any of the three. It is true that we have some localities with soil that is very good, but we have not yet learned how to get the best yield out of that. But we must learn. Why not? In last week's issue we were told by Mr. Clark how the Germans farm on hillsides and how they can make a good living on five acres. Why can't we? Doesn't it hurt to have to acknowledge that we are behind?

As to our workshops, the few that we have cannot be said to be very busy. It is little to our credit that most of our mills and factories had to wait for outside initiative, outside organization, and outside capital. It is not at all to our credit that the wealth of our mines goes to enrich foreign investors. We should be able to do more than sell our timber and coal. Our homes and schools should have produced manufacturers and mine promoters and operators.

But our chief shame is in our means of conveyance for men and goods—our roads. No good word can be said for them, and it looks as if the day of good roads is still very far off. Until it does come we shall probably look in vain for advancement in other respects—either material or intellectual.

But can we agree with Bacon after all? No, three things do not make a people great. They may be the signs of their greatness, and they are. They are the products of a great people. The people nowadays make the soil fertile, they build the shops, and they make the roads. And this is our province. We may yet remove the reproach that hangs over us—we may prove ourselves great.

Let us beat the Dutch.

A TORRENS DEED.

The fact that a man has a deed to a tract of land ought to be evidence of his ownership, but not always so. At present a deed cannot be said to be more than a registered certificate of a claim. This claim may be valid or it may not be. The State does not endorse it nor guarantee the claimant's right to the property.

It is customary, when real estate is transferred, to get a lawyer to examine the seller's deed or right to convey, but the lawyer's declaration that the title is all right does not always make it so. He only expresses an opinion which is in no sense authoritative, and he may be mistaken.

Corporations and larger buyers that do not wish to take any risks do little more than have the single deal of the seller examined. They have all transfers of the property in question gone over or abstracted to see if they are in correct form, or if there are any flaws in the title. This abstracting is not official and so does not become a matter of record. It is, therefore, only beneficial to the particular purchaser who has the abstracting done, and, when the land is sold again, the new purchaser, to make sure that he is getting a good title, has to go thru the same lengthy and expensive process of abstracting.

It is said that there are instances where, after property has changed owners several times, one fourth its value has been expended in making the successive abstracts. Even this would not be so bad if the abstracting process could end there, but the chances are that it will have to be done again when there is another transfer.

In two states of the Union, North Carolina and South Carolina, there is a revolt against this needless uncertainty as to the validity of land titles, and the needless labor and expenses of abstracting. And the revolt has something to propose—a real remedy, the so-called Torrens System.

The system provides that the State shall investigate the title to all land once for all, register it and guarantee it. The owner whose title is thus investigated will have a Torrens Deed, and he can thereafter sell and transfer his land with as much ease and as little expense as he could a share of stock in a corporation or a state or city bond.

It is claimed for this system that the original cost of investigation and registering will be no more than a single examination of a title at present and thereafter transfers may be made at one tenth the present cost, and with no worry and no uncertainty.

The Citizen commends the system to its readers and hopes that there may be such agitation in its favor that it may soon be adopted by this state.

THE ROAD PROBLEM

A Short Treatise on Highway Construction

By H. J. Langlois, U.S. Highway Engineer.

It is probable that no subject is engaging the attention of the general public in a greater degree than highway improvement. People are no longer satisfied with the old worn-out roads. The advent of the automobile throughout the country has done more to instigate this movement than any other factor. True, the automobile is the greatest modern destructive agent of roads but, to speak paradoxically, it has done more toward building permanent, scientific and beautiful roads than any other one factor. There was a time when the farmer was content to splash and plod hub-deep in mud on his way to market—but not so with the automobilist. Look today at any place where cars are numerous and note the tremendous increase in good serviceable roadways which now abound as compared with a few years back.

There are three essential points to consider in the construction of a road:

- (1) The requirements of traffic.
- (2) The amount of money available.
- (3) The availability of desirable road material.

It would be foolish for a corporation or municipality to construct a gravel or plain macadam road where heavy automobile traffic exists and it would likewise be foolishness to import crushed stone at an exorbitant expense to surface a road where only light traffic is found.

A town or village should improve

its roads according to its means. Many an existing dirt road could be made a pleasant driveway, if the road-drag was used intelligently upon it. This drag may be made of two pieces of 2x8 oak planks, eight or nine feet long, bolted and spaced two feet apart. This should be dragged at an oblique angle with the road, while the road is still moist from a rain. In this way the old ruts are filled, the center is elevated, the bumps are destroyed and the road becomes a series of practically waterproof layers of puddled earth, at a cost of about two dollars a mile.

An ordinary earth road, well built and drained, suffices very well. A gravel road can be made by placing a layer of gravel eight inches at the center and thinning to two inches at the edge for a width of twelve feet, rolled with a light roller, and if maintained with care will wear for years. Roads constructed of gravel have met with more general endorsement than any other type on account of its reasonable cost.

Plain macadam is more expensive but more serviceable and lasting, and is always dry in all kinds of weather. On account of the terrific deterioration of this style of roadway from rapidly moving automobiles, which draw the finer particles of stone up from the road and eventually blow the road away, highway engineers have been forced to resort to methods to prevent this tearing up, and carrying away of the very essential part of a macadam road. At first crude petroleum oil was placed on the roads. This abated the dust nuisance somewhat. Then a heavier as-

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NEXT TUESDAY—WHICH?

Battle for Righteousness but Defeat will be Neither Hopeless nor Crushing—Devotion to the Interests of the People vs. Subserviency to the Interests.

When The Citizen goes to press next week it will probably contain the result of the State and Congressional elections which are to be held on Tuesday, the 8th of Nov. Then the first battle in the greatest campaign for human rights in modern times will have been won or lost. Which will it be?

At this writing no one can forecast the result with any degree of certainty. But this much is certain. If it is a victory for righteousness it will be a phenomenal one, but if it is a defeat it will neither be a hopeless one nor crushing.

But why call it a battle for righteousness more than in other similar elections. Because it is so. In the first stage of the fight the warfare was chiefly between two elements of the Republican party, the Regulars and the Insurgents. The Regulars constitute the machine gang in the party that has for years fattened thru an alliance with the so-called business interests of the country, which means that the real rulers of the Nation are the great trusts and corporations. The Insurgents are the enemies within the same party of these trust controlled machines. They are the friends of popular government and they have been fighting the battles of the people in congress and later in the various Republican primaries and conventions.

The struggles of these two forces have been recounted from time to time in the columns of The Citizen as they have been waged in the various states, and the prediction has from first to last been made that insurgent victories in the primaries and conventions was the only hope for the success of the party in general at the polls in November, and the latest developments seem to justify fully that prediction.

Now the Insurgents won out in the preliminary struggle and put their candidates in the field in Iowa, Wisconsin, Kansas, Indiana, Washington, California, Michigan, New Hampshire, and New York, in fact in every State where the issues were clearly outlined. It was the greatest house-cleaning process any party has ever known, the more interesting and hopeful because it was from within—undertaken and accomplished by members of the party itself, and not forced from without by a rival party.

This party house-cleaning reached its climax and became the most spectacular in New York. There not only the state Republican machine was controlled by the money power but a member of the national administration was found subservient. The machine was crushed by a popular uprising in the party led by Mr. Roosevelt who was unwillingly drawn into the fight.

But this defeat of the machine in New York served well to show the elements of danger in the final election. The "Old Guard" openly threatened to bolt the ticket if the Insurgents should win, and now it remains to be seen on next Tuesday whether they will carry out their threat. If they do the Democratic ticket hopes to triumph, and if this turns out to be the policy of the Regulars in the other Insurgent states the next congress is expected to be Democratic.

And this is the very thing to be looked for, yet hoped against. Why

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IN OUR OWN STATE

\$150,000 Fire at London—Telephones Displacing Telegraph—Taylorsville Man Wins Carnegie Medal—Commission Plan for Lexington?—Millersburg has Big Fire.

\$150,000 FIRE AT LONDON:—A loss, variously estimated at between \$150,000 and \$200,000 was caused in London early Wednesday morning by a fire which destroyed the entire main business block. The fire started in the rear of a small dry goods store shortly after midnight and burned to about three o'clock in the morning. It is believed to be of incendiary origin. Eleven houses, including the Catchings Hotel, the principal one of that part of the state, were burned.

In the list of property destroyed are the following: Catchings Hotel, National Bank, London Pharmacy, Post-office, Western Union Telegraph office, U. S. Army Recruiting Station and many stores and offices.

TELEPHONES FOR DISPATCHING TRAINS:—The installation of telephone equipment on both dispatching and message circuits has been completed on the Knoxville division of the Louisville & Nashville. This railroad is one of those which has lately, for the work of handling train movements, been substituting the telephone for the telegraph on account of its greater accuracy, speed and safety. Between Knoxville, Tenn., and Corbin, Ky., 105 miles, dispatching circuit with 19 stations; between LaFollette, Tenn., and Elowah, Tenn., 114 miles, dispatching circuit with 16 stations; between Corbin and Elowah, 163 miles message circuit with thirty-six stations. Circuits meet with the Pine Mountain, Olive Springs and Marysville branches.

These lines have been equipped with the best grade of copper wire, telephone and selectors. Work trains and repair trains are to be equipped with portable telephone sets, which, used in connection with special line poles, will make it possible for the employees to get into immediate touch with either the dispatcher or the message operator. The equipping of this division with telephone circuits has been done at an expense amounting to about \$36,000.

CARNEGIE MEDAL FOR KENTUCKIAN:—Mr. I. Wood Miller of Taylorsville, who saved the life of John H. Eggan, Jr., during the flood of February 23, 1909, was one of those honored with a Carnegie medal last Monday. In its official report the Carnegie Hero Fund Commission made special mention of Miller, directing that a silver medal and \$1,000 in money be given him.

AGITATION FOR COMMISSION PLAN:—A whirlwind campaign for the Commission Plan for the administration of its municipal affairs is being waged in Lexington. Good crowds and considerable enthusiasm have attended the meetings where the operation and advantages of this plan were explained.

FIRE IN MILLERSBURG:—A loss, estimated at between \$150,000 and \$200,000 and only partially covered by insurance, was caused by a fire in Millersburg on November 1. The flames started in the eastern end of town and a large part of that section was burned to the ground. Because of the rapid spread of the flames it was necessary to call on Paris and Carlisle for aid and thus a larger loss was prevented.

BIBLE SCHOOL PARLIAMENT:—A Bible School Parliament for every Bible School teacher and worker in State was held last Monday at the

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NEWS OF THE WEEK

Air Flights—Hero Awards—First Snow—Instruction for Miners.

NEW WORLD'S RECORD FOR SUSTAINED FLIGHT:—Swept onward by storm winds which bore them at the rate of nearly a mile a minute for twenty-four hours over the great lakes, un navigable rivers and impassable forests of Canada, Mr. Alan R. Hawley and Mr. Augustus Post, pilot and aid of the balloon, America II., came to earth in the woods of the Chicoutimi district, Quebec, approximately 1,350 miles from St. Louis, Missouri, whence they started on Monday, October 17, in an endeavor to lift the international cup. They established a new world's record for sustained flight. Their flight to regain civilization, after landing in the Canadian wilderness, has aroused great admiration.

AMERICAN WINS:—Uncontrollable was the enthusiasm when it became known that an American, John D. Moisant, had won the Statue of Liberty flight and captured the \$10,000 prize by covering the seventeen miles from Belmont Park across the harbor of New York and then back again in a bare forty-three seconds less than Claude Grahame-White, the Englishman.

CARNEGIE MEDALS:—Thirteen heroes of the Cherry mine disaster, only two of whom survived, were honored by the Carnegie hero fund commission at its autumn meeting last Monday. These men were among the fifty-eight whose names were added to the hero list and who received medals or cash, or both, for their deeds of valor in rescuing fellow human beings with no thought of their own peril.

Walter Waite and George Eddy, the two living Cherry heroes, were awarded silver medals and \$1,000 in cash each. The families of the other eleven will derive the benefits of the posthumous honors awarded them.

Of the rescues or attempted rescues for which the medals were given, seven were from railroad trains or street cars; nineteen from drowning, (one of these performed by a Kentuckian), one from a runaway horse, eight from suffocation in gas producers or wells, twenty from mine disasters, two from fire, and one from shooting. This last rescue was made by a woman.

SNOW:—Snow, many days ahead of its average date of appearance, fell last Friday as far south as the northern sections of the gulf states, and throughout the entire country unseasonably cold weather prevailed. Five and six inches are reported to have fallen in some sections of Michigan.

MINE RESCUE APPARATUS:—The first of the six portable rescue stations with which the Bureau of Mines plans to instruct miners in the use of mine rescue apparatus and the first aid to the injured appliances, started on its mission Tuesday morning. It is known as car No. 1 and started from Pittsburgh to cover the anthracite coal fields in Pennsylvania and vicinity. About November 1, car

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AN EDUCATIONAL AWAKENING

EDITORIAL CORRESPONDENCE

Great Public School Gathering at Lot, Whitley Co. Splendid Program.

Lot is a postoffice and railroad station in Whitley County within a few hundred yards of the Tennessee line. Possibly it should be designated as a village, for there are several farm houses in close proximity.

There may be some doubt in the visitor's mind as to whether he should call it a village but there can be no doubt as to the terms he shall use in any description he may attempt to give of the place. He must call it a beautiful spot, and never will he wonder that the first settlers, coming thru Mud Creek Gap, which is only a few miles away, decided to stop short of the Blue Grass, or the Settlements, as the central position of Kentucky was called in the early days.

It is an attractive place now. It must have been no less attractive at the end of the 18th century when it was first occupied. Here were mountains full of game and here was a wide spreading valley that invited cultivation—the valley of the Clear Fork, a tributary of the Cumberland, a stream still famous for its fish. Here was a climate almost ideal, tempered in the summer by the cool breezes from the surrounding mountains which also served in winter as a shield from the northern blasts.

Into this valley between 1790 and 1800, from Washington County, came three brothers with their widowed mother and there they settled in sight of each other, and there today are some of the descendants of two of these brothers, their grand children and great grandchildren, as genial and sturdy a people as can be found anywhere. Of one of the families there are now two sons, one already a college graduate and preparing for post graduate work in Harvard and the other of High School rank, both clean and strong, the flower of this sturdy stock.

The editor of The Citizen, accompanied by the Executive Secretary of the Society of the Prevention and Cure of Consumption, was ushered into this interesting locality Saturday morning, Oct. 22nd, having been invited by County Supt. Davis to attend an educational gathering there and deliver an illustrated lecture on Sanitation and Health.

The day began dark and gloomy, but the sun soon got in his work and every cloud was driven from the valley. But before a bright day was assured the various wards were full of marching, cheering school children, every child carrying a flag, the primary grades, small ones, the upper grades, larger, and at the head of each school column a huge flag and beneath it a pennant bearing the name of the school.

It was an inspiring scene—the gathering of these educational forces. For two or three hours they continued to come—from Mud Creek, Upper Mud Creek, Halsey, Lower Cane Creek, Upper Cane Creek, Saxton, Proctor, Kensee, Cave Springs, East Tennessee and Jellico. And along with the children came the parents, some on

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